

SHIPPING.

ARRIVALS.
 Nov. 15, CANTON, British str. 1,110. T. H. Sellar, Shanghai and Swatow 11th Nov. General.—JARDINE, MATHESON & Co.
 Nov. 15, RIO, German str. 1,103. C. B. Davidson, Singapore 6th Nov. General.—WILKINSON & Co.
 Nov. 15, CHUK, Chinese str. 1,211. C. F. H. N. Canton 15th Nov. General.—C. M. S. N. Co.
 Nov. 15, TAI CHONG, German str. 347. L. Dühm, Saigon 9th Nov., Alice Elong and Salt.—M. Y. & Co.
 Nov. 15, ARRED, HAWLEY, British bark. 41

—ORDER—
Nov. 15 FREE, Danish str., 397, C. I. Stran-
Pukheli 14th. Nov., General.—ARHOL-
K. YOUNG & CO.
Nov. 15 JERSEY, American sch., 43, Rande, Y.
31st Oct., Bache-de-mor.—WIEZ & CO.
Nov. 15, PROSPERITY, British str., 1,337, Far-
Samsing 3rd Nov., General.—ARHOL-
K. YOUNG & CO.

—CLEARANCES—
AT THE HARBOR MASTER'S OFFICE.
15th November
Cheong, Heish str., for Bangkok.
Maudrin, British str., for Saigon.
Steyfield, British str., for Rajah.
Centenaria, Am. ship, for New York.
Mabel, German str., for Saigon.
Fouquet, British str., for Singapore.
Sungking, British str., for Amoy.

—DEPARTURES—

Nov. 15, THABEE, Dutch str., for Rhangoa.
Nov. 15, MEEPO, Chinese str., for Rhangoa.
Nov. 15, OCEANIC, British str., for San Francisco.
Nov. 15, SEDART, French str., for Ennopp.
Nov. 15, OOKAUA, French str., for Hespith.
Nov. 15, CANT. N. British str., for Canton.

PASSENGERS.
ARRIVED.
Per Rds. str. from Singapore, 417 Chinese.
Per Canton str., from Shanghai, &c.—180
English, 21 Siamese, 20 Malay, &c. and
Chinese.

JAPANESE.

Per Sydney str., for Saigon from Hongkong
—Mr. Verigie, For Saigon — Messrs. D.
nell, M. Connell, J. G. Dennell, S. Dobson,
W. Dick, A. Bacon, Mr. and Mrs.
Luffe, R. T. Taylor, Mr. S. Latham, Chas. Se-
cho, E. F. Binehall, John Foreman, Leo Se-
nne, W. H. Chin, C. P. Baranet — M. K.
Rinke, and S. Japannese.
— Messrs. P. M. Mitchell.
— Messrs. E. Koebner, G. Sakuma,
Bovier Chaufaud, and J. Onos. For Saigon
from Shanghai: — Mr. Roosa. From Yokohama
— Messrs. Lotteicher, Louis, and C. P. Baranet.
For Singapore from Hongkong — Messrs. C.
and W. Conrad. From Yokohama: — Mr.
Mrs. W. B. An, Mr. Shibaya and intent, Mess.
Shibuya, Tanaka, Tanaka, Nakagawa, Minamoto,
Sugawara, M. Sakuraba, Tsukumo, Nagai,

[illegible][illegible]

VESSELS IN DOCK.
ATWATER DOCK.
Korean Steamer—Amigo, Reina C
Concord, Kwonghoi.
COMMERCIAL DOCK.

TODAY.
Football Match at Happy Valley, 4.30
Meeting of Perseverance Lodge, 8.00

**HONGKONG HIGH-LEVEL
RAILWAYS COMPANY, LIMITED.**

TIME TABLE.
(To be in Force from 1st December)

WEEK DAYS.

7.30 a.m. to 10.0 a.m.	Every quarter of an hour.
11.30 a.m. to 12.30 p.m.	Every half hour.
1.30 p.m. to 2.30 p.m.	Every quarter of an hour.
2.45 p.m. to 3.45 p.m.	Every half hour.
4.15 p.m. to 6.15 p.m.	Every quarter of an hour.
6.45 p.m. to 9.15 p.m.	Every half hour.

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 St. George's, in Cash (24 Dec) 3400
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BROWN, JONES & CO.
DRILLERS IN
AMERICAN AND ITALIAN MARBLE,
AND HONGKONG GRANITE.
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large selection of PURE CONFECTIONERY

from the leading Manufacturers.

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CHOCOLATE CREMES.

PINE, APRICOT, CHERRY, LIME,

GUAVA, and other FRUIT JELLIES in

great variety.

TOM SMITH'S

CHRISTMAS CRACKERS.

COLOURED OPALS mounted in Pinch,

representing favorite subjects.

A large assortment of ENGLISH and

JAPANESE CHRISTMAS CARDS, of

handsome and artistic designs, suitable to all

tastes and at moderate prices.

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The Hongkong Dispensary.

Established A.D. 1841.

Hongkong, 2nd November, 1909.

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Only communications relating to the above columns

should be addressed to "The Editor."

Correspondents are requested to forward their names

and addresses with communications addressed to the

Editor, not for publication, but as evidence of good

faith.

All letters for publication should be written on one

side of the paper only.

To anonymous communications that have

appeared in other papers first will be treated

as anonymous communications. The Editor's name

should not be used in the title of any article.

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P. O. Box 29. Telephone No. 12.

The Daily Press.

HONGKONG, NOVEMBER 16TH, 1909.

The Nicaragua Canal scheme at present

hangs fire, the affairs of the Company which

was formed for the purpose of initiating

the work having passed into the hands of a

receiver. Capitalists have not responded

to the call for the shares of war, and

with the fear of revolution in the Central

American Republics and the recent

financial troubles in the United States it

does not seem probable that the enterprise

can be revived on the original lines.

With the fate of the Panama canal before

their eyes, investors are likely to look

askance at such an undertaking, though

in the case of the Nicaragua Canal the

physical difficulties to be overcome are much

smaller than in the Panama scheme and the

prospect of ultimate success less remote.

But though the work has been postponed

the world has not heard the last of it. Once

again the feasibility of piercing the isthmus

is safe to prophesy that sooner or later

the scheme will be carried into execution.

Colonel Durr, who has recently been appointed

American Consul at Sydney, seems to be

enthusiastic on the subject and has ventilated

his views in an interview with a representa-

ative of one of the Sydney papers. He

advocates that the canal should be con-

structed, owned, and operated by the Govern-

after which there would be an annual

revenue of fully \$2,000,000 with the present

volume of commerce.

As to the soundness of these calculations

we have no means of forming an opinion, but

on the question of national or private own-

ership it would certainly seem that a work of

such magnitude would be more appropriately

undertaken by a national Government than

by any private corporation. The risks in-

volvement are so enormous that even the strong-

est combination of private capitalists might

find its resources overtaxed. As to honesty

in the expenditure, the experience of the

Panama Canal points to the conclu-

sion that it would on the whole be better

secured under Government control than

if the matter were left in the hands of

a ring each member of which was chiefly

concerned with feathering his own nest. Col-

onel Durr's idea that the use of the Canal

vessels should be free to American

vessels while foreign vessels should be made

to pay at the rate of \$2 a ton is eminently

characteristic of a protectionist, and as he

says, "I am an American, you see, and

"sire to advance American interests." We

are inclined to think, however, that if ever

the Canal is made it will have to be regarded

as an international highway the use of

which will be permitted to all nations

on equal terms. The nation or the cor-

poration constructing it will be fairly entitled

to derive a revenue from it as interest on

the capital expended, but an attempt to

work it on protectionist lines would seriously

undermine its prosperity, besides raising in-

ternational questions that would be better

left alone.

The Australians are of course vitally in-

terested in the scheme. The *Star* remarks:

"When Australia remembers the need-

ful for an outside market, that ships now

go by sail 7,000 miles to Vancouver, or

San Francisco, then break bulk and ship

3,000 miles overland, then re-ship and sail

to London at the quickest route, we can

appreciate an effort to bring us fully 1,500

miles nearer London and Europe by an

all water route and a sea exempt from the

"dangers of shoals and typhoons so much

drained in other seas, and that will save

"the enormous cost of breaking bulk in trans-

it and the overland rail across the American

continent. Let the reader take a map of the

world, and it will be seen that from Sydney,

"via the Nicaragua Canal, to London is almost

"as straight as a bee line, with not a mile of

"dangerous sea or winds or shoals to pass."

"The traffic of Australia, it is pointed out, is

"fully 4,000,000 tons, and our chief markets

"are Europe, Africa, and Asia, and this

"canal would shorten our sailing route to

"these countries fully 4,000 miles, while

"avoiding all the dangerous waters. Aside

"from the United States no country would

"be more benefited, it is contended, by the

"proposed canal than Australia, and few

"parts more than Sydney." But it would

"have been more to the purpose to have in-

"stituted a comparison with the Suez Canal

"route than with the American transconti-

"nental railway routes, which are not used

"for through cargo traffic between Australia

"and Great Britain. The making of the Ni-

"caragua Canal would not divert the whole of

"the Australian traffic that now passes

"through the Suez Canal, though it would be

"an alternative route that would doubtless

"be much used."

It is as affording a means of easy

communication by water between the Pacific

and Atlantic seabords of America that the

canal is chiefly desirable, and this naturally

suggests a question as to its probable effect

on the transcontinental railways. On this

point the Colonel says: "It is a popular

"error to suppose the canal would injure

"the railroad, for with a little space I could

"show you that the enormous development

of the west by the redistribution of wealth

and population, which would result from

"the construction of the canal, would give

"many tons of additional traffic between

"the east and the west for every one

"lost of the Oriental trade." No doubt

this would be so. In any case the canal is

not likely to be open for the next quarter

of a century at least, so that it does not im-

mediately threaten any existing interests,

and by the time the project has become an

accomplished fact we may hope that the

traffic of the world will be large enough to

require the accommodation of both canal

and railways.

Mr. Davies Cheffeur left by the M. M.

steamer Sydney yesterday for France.

The Hon. E. Bowler was sworn in as a mem-

ber of the Executive and Legislative Councils

yesterday.

The Officers of the Cathedral on Hospital

Sunday (October 24th) amounted to \$127.23.

What was divided as follows: Alice Memorial

and Northern Hospitals, \$84.63; C.M.S. Hospi-

tal at Pakhoi, \$42.60.

The course for the Corinthian sailing Club

on Sunday will be from the S.M. Pier,

Hongkong, to Kowloon, and back by the

Lyons, Kowloon, and back by the

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THE INCREASE OF NATIONAL

ANTIPATHIES.

The Paris correspondent of a home paper

writes: "We have grown so accustomed to hear it said

that nations get to know one another better

and more friendly, that we have almost

forgot to remember that nations are not

human beings, and that they are not

governed by the same laws as human

beings. Nations are not human beings, and

they are not governed by the same laws as

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED
DATE 08-11-2010 BY 60322 UCBAW

SHIPPING IN PORT.	
TA	N. Ma. u. Japanese tank, Simonsu, (Gen Japanese
OR	Oreum, German steamer, 1,624, Bohrmann
SI	Singapore, German steamer, 1,624, Bohrmann
PL	Plunder, British steamer, 820, Holmgren, N.
DU	Duglas Lapsle & Co.
TR	Trifles, German steamer, 1,349, Daeiler, Ost.
HA	Holme, Ringo & Co.
	1,838.
	In Port on 6th November, 1893.
AI	Aoiiki, Japanese str., 1,889, Furukawa, Ost.
CL	Clatsop, American, Brit. bk, 2,372, Harris, No.
DI	Dulwich & Co.
H	H. Bischoff, Ger. Am. ship, 2,708, Schwartz.
	July 8, O. & J. Trading Co.
MI	Midway, Canadian, Jap. str., 1,203, Osa, Nov.
NI	Nippon Yusen Kaisha
NI	Norfolk, British str., 1,323, Pottinger, Nov.
	Butterfield & Swire
OW	Owari, Canadian, Japanese str., 650, Motoki, Nov.
NI	Nippon Yusen Kaisha
PR	Prinny, British str., 1,323, Thompson, Nov.
	Butterfield & Swire
SO	Sorvus, Canadian, Jap. str., 1,323, Nov.
NI	Nippon Yusen Kaisha
ST	St. Thomas, German steamer, 1,555, Bailey, Oct.
DA	Dawson, Ger. str., 1,323, Nov.
TO	Totomi, Canadian, Jap. str., 1,137, Tanyi, Oct.

10.	Nippon Yusen Kaisha	Yokohama, J.
11.	FORN H.A.M.A.	
12.	In Portion for 1898.	1898
13.	Alberga, British steamer, 3,161, D. riv. Oct.	
14.	Smith, Baker & Co	
15.	Ansonds, Austr. ship, 40, A. Lawson, July	
16.	Master	
17.	British schooner, 44, Pynes, Oct.	
18.	Captain	
19.	Aurora, British schooner, 35, T. mesant Oct.	
20.	"Capt. Price	
21.	Calcutta, French str., 2,762, Flindia, Oct.	
22.	English steamer, 2,000, 1898, Oct.	
23.	Clam, British steamer, 2,316, Daniel, Oct.	
24.	Samuel, Samuel & Co	
25.	Alam, American ship, 74, P. Farson, Oct.	
26.		
27.	Gerda, German steamer, 2,111, Ehlers, Nov.	
28.	Simon, Ewers & Co	
29.	Esauku, British str., 2,332, West, Oct.	
30.	Doddard, Curtil & Co	
31.	Nanchang, British str., 1,652, Eveston, Oct.	
32.	Butterfield & Swire	
33.	Ningroch, British str., 1,735, Gratton, Oct.	
34.	W. M. Steadman & Co	
35.	Rosford, Austr. ship, 55, Snow, Oct. 13, T.	
36.	S. Maud, British ship, 99, R. Motilal, Sept.	
37.	Order	
38.	India, Australian str., 1,785, Dvoicich, Sept.	

10.	Valu, British tug steer, 3593, Stolt, Ost.
11.	Staal, Samuel & Co. SANDHOK.
12.	In Port at 2503 October, 1893.
13.	Doria, German steamer, 616, Habsen, Ost.
14.	Borneo & Co.
15.	Georgiana, Amr. str., 436, Kallien, Ost.
16.	Chinese
17.	Hydra, British steamer, 618, Gillen, Ost.
18.	1893
19.	Libell, British steamer, 167, Grant, Ost.
20.	Borneo Co.
21.	Schwab, German str., 734, Gehrke, Ost.
22.	Windsor & Co.
<hr/>	
23.	HER BRITANNIC MAJESTY'S SHIP
24.	IN THE CHINA SQUADRON.
25.	Alberici, str. despatch boat, 3 guns, 3 1/2 ft.
26.	Com. G. A. Dalghaus, at Shanghai.
27.	Archer, str., 6 guns, 1,400 lbs., apt. Eng.
28.	at Zoolah.
29.	Carroll, cruiser, 11 guns, 3,100 lb. p. Capt.
30.	J. H. Frost, at Hankow.
31.	Daphne, gunboat, Com. G. H. MacArthur,
32.	at Hongkong.
33.	Excelsior, surveying ship, Com. L. A. M. Field,
34.	Singapore.
35.	Excelsior, surveying gunboat, 3 guns, 310 lb.
36.	Com. Com. Ravenhill, at Ichang.

[illegible]

Twelve, double screw gun-rudder, 3 guns, 300 lb.,
in reserve at Hongkong
Twelve, double screw gun-rudder, 30 guns, 60 calib.
Coastal, H. St. J. de B. Phillips, at Hongkong
Wien, turret ironclad, 1,450, in reserve
at Hongkong

FOREIGN MEN-OF-WAR ON THE
CHINA AND JAPAN STATION

Admiral Kurohara, Japanese cruiser, Cap.
Elakohara, at Yokohama
Alliance, Amr. corv., Comd. Felix MacOrris
at Nagasaki
Asper, French gunboat, 4 guns, Capt. Jorj
at Saigon
Bango, Portuguese sloop, 400 lb., Lieut. Cor.
Carralho de Almeida, at Macao
Baltic, French cruiser, 13 guns, 1,100 lb.
at Hongkong
Castille, Spanish cruiser, 20 guns, Capt. Lina
at Yokohama
Comete, French gunboat, Lieut. Fournel,
Nagasaki
Concorde, American cruiser, Capt. Goodrich,
Hongkong
Eclair, French cruiser, Capt. Reulout,
Yokohama
Hilary, French gunboat, 4 guns, 450 lb., Capt.
G. Badierin, at Nagasaki
Incorrupt, French gunboat, Capt. Berz,

Yokohama
Katsuragi, British cruiser, Capt. A. H. M.
Cormack, Russian, at Nagasaki
Korvetta, Russian gunboat, Capt. Filinich,
Vladivostok
Krayser, Russian corvette, 6 guns, 1,265
tons, at Vladivostok
Lanchester, American freighter, Capt. A. H. M.
Cormack, at Yokohama
Lion, French gunb., 4 guns, Capt. Papai,
Shanghai
L'Union, French gunb., Com. Nussy, at Bangkok
Major, Russian cruiser, 7 guns, Com. Brandt,
at Nagasaki
Marion, Amer. corvette, 6 guns, Com. Grilleys,
at Yokohama
Monsoon, Russian cruiser, 5 guns, 1,740 h.p., Com.
Tromer, at Shanghai
Nagasaki, Russian cruiser, 9 guns, 253 h.p.,
Capt. Kozlov, at Vladivostok
Nippon, Russian cruiser, Capt. S. Buzov,
at Nagasaki
Parrot, French cruiser, Capt. Foucaut,
Japan
Petrel, Amer. gunboat, Capt. Dayton, at Yokohama
Rashid, Russian cruiser, Capt. Ofensky, at
Nagasaki
Rajah Victoria, Spanish cruiser, Capt. J. Aguilera,
at Hongkong
Sakura, Japanese gunboat, Com. Toner

Silaou, Russian gambast, Capt. Baranoff, of Vladivostok
Sirovets, Russian cruiser, 13 guns, Capt. A. A. Platin, of Shanghai
Sivovet, German cruiser, 19 guns, Capt. Horbacz, of Nauchik
Swatara, Amer. corvette, Com. P. H. Cooper, at Yokohama
Trompsbach, Russian frigate, Capt. B. de Briffel, at Nagasaki
Vigore, French gambast, 2 guns, 425 h.p., Capt. Comtois, at Saigon
Vitus, Russian cruiser, Capt. Zorine, ashore
Vostoik, Russ. gbt., 4 guns, Com. Malchuksky, at Vladivostok
Wolf, German gambast, 2 guns, 340 h.p., Lieut.-Com. Kreichenbaum, at Nagasaki
Yakout, Russian corvette, 700, Chumskoff, at Nagasaki
Zabinka, Russian cruiser, Capt. Domojloff, at Nagasaki